

Supervisor Matt Letourneau's DULLES DIRECT ANNUAL REPORT



Dear Dulles District Resident,

As I serve my eighth year as your representative on the Loudoun County Board of Supervisors, I continue to be thankful for the opportunity to represent the Dulles District. This report is intended to give you an update on some of the things that I'm working on. I hope you find it useful.

When I took office in 2012, I thought the Dulles South area wasn't receiving enough attention and investment from the County. It's been my priority to change that, and over time, we have. Since 2012, I've worked to bring over \$730 million in new infrastructure investments that directly serve the Dulles District. That includes new schools, roads, and amenities. Of course, there's still a lot of work to be done.

Since 2015, I have served as Chairman of the Board's Finance, Government Operations and Economic Development Committee, which has oversight over many government functions and the County's finances. The financial state of our County is very good, with a \$99 million surplus in 2018 thanks to stronger than anticipated revenue growth and continued scrutiny on expenditures. We continue to earn AAA bond ratings—the best possible—which allow us to finance many of the projects in this report with the lowest interest rates. Our committee was heavily involved with work on the FY20 Budget, which was unanimously approved this past April.

This past year I served as the Chairman of the Metropolitan Washington Council of Governments, where I led an effort to improve traffic incident management, conducted an overview of safety at school and government buildings, and began a multi-year effort to focus on housing shortages and affordability. For 2019, I have been elected Chairman of the Northern Virginia Transportation Commission, which oversees public transit in Virginia. In both of these regional positions, I have spent a great deal of time working towards a regional solution for Metro's ongoing financial issues. I am the first NVTC Chairman from Loudoun County, and my NVTC colleagues have also elected me to be one of Virginia's representatives on the Board of Directors of the

Washington Metropolitan Area Transit Authority (Metro)—also a first for Loudoun.

Economic development will always be one of my highest priorities. Loudoun continues to be a leader in job growth nationally. This year, Loudoun's Department of Economic Development was responsible for obtaining 125 new commercial expansions or recruitments, accounting for thousands of new jobs. We added a record 9.8 million square feet of commercial real estate, creating over \$6 billion in new investment. This number nearly doubles the new investment we created last year. Our growth is the highest in Virginia, as well as nationally for a County our size. Some may voice concerns that this new business is all data center development. While data centers do occupy a significant amount of our new commercial square footage, they employ very few people. Therefore, it is notable that we have led Virginia in business growth for the last 3 years. Thirty-one Loudoun businesses made Inc. Magazine's annual list of the fastest growing companies in the United States and 9 were in the top 1,000 spots. Creating jobs closer to home means opportunities for residents to have shorter commutes. In the coming year, we are expecting to move forward with



Supervisor Letourneau chaired the Metropolitan Washington Council of Governments in 2018.

the consolidation of U.S. Customs and Border Protection operations in Ashburn, which will add over 3,000 jobs.

I led the County's negotiations to bring DC United's training center to Loudoun County, which includes the establishment of our first professional sports team – Loudoun United of the USL. The team will begin play this spring, with a new stadium at Bolen Park in Leesburg ready for occupancy in late summer. The County is providing funding for the stadium and training facilities, but will be paid back in full (with interest) and will own the facilities and have access to them when the team isn't using them. As a result, this deal was recently named "Deal of the Year" by the Commercial Real Estate Women of Northern Virginia. We have also made progress toward establishing a state park in the northwest section of the County.

On the County facility side, the opening of the Dulles South Senior Center and the Dulles South Recreation and Community Center last May was one of the year's top highlights. The Kirkpatrick Fire Station is 95% complete,

but the County had to terminate the construction contract in June 2018 due to performance issues. I'm not excited about the delay, but I am happy to report that subcontractors are working towards completion and the hired staff is temporarily being used elsewhere within the department. This station will provide relief to Dulles South for calls in our area.

Finally, the former United Rentals building in East Gate has been demolished thanks to our work to get a blight ordinance passed and enacted, and now we're working with the owner of the adjacent hotel site to get the project underway. It will utilize a new type of clean energy loan that was just approved by the Board.

Again, I appreciate the opportunity to serve you and I encourage you to sign up for my monthly newsletter and follow me on Facebook for updates on these items and more. Sign up at www.loudoun.gov/dulles.

Matt Peterson

Completed Projects in 2018

I began work on many of the projects below upon taking office in 2012. At that time, the County simply wasn't set up for large scale infrastructure development, so we've had to build up that capability as these projects proceeded. While there is plenty of work left to do, it is encouraging to see what is now behind us and improving quality of life for Loudoun residents.

- Brambleton Library
- Dulles South Recreation & Senior Center
- Mooreview Parkway
- Claiborne Parkway missing link between Ryan Road and Croson Lane
- Northstar/Belmont Ridge signal
- Route 606 widening



The final piece of Claiborne Parkway addresses a critical missing link.

Ongoing Transportation Projects

Transportation infrastructure construction looks very different today than it did in 2012. No roads were being constructed, since the State had stopped funding them and Loudoun had not yet taken responsibility. Development occurred for years without proper infrastructure investment to keep pace with growth. During my first year in office, I was among a group of Supervisors who decided to dedicate two cents from our tax rate as a recurring revenue stream for transportation improvements. These funds allow us to leverage money coming in from state and regional sources.

Our six year Capital Improvement Plan (CIP) includes several projects that are under construction or will be starting construction our area.

Tall Cedars/Riding Center Drive Signal: This project is the responsibility of Toll Brothers. At my insistence, temporary flashing beacons were added to the existing 4-way stop. Toll Brothers is working with a contractor to install a signal; they should be done sooner than the initial projected date of October 2019.

Tall Cedars/Elk Lick Road: After extensive discussions, VDOT took a traffic signal off the table due to proximity to the South Riding Boulevard intersection. The County is now proceeding with a project to remove stop signs on Tall Cedars and restrict some movement from Elk Lick. These changes will reduce conflicts and confusion about the stop signs and reduce congestion on Tall Cedars. This intersection has seen too many accidents—one every 35 days—to leave at the status quo. We will be closely monitoring impacts of these changes.

Waxpool Road/Loudoun County Parkway: Improvements are being made at the intersection of Loudoun County Parkway and Waxpool Road in order to help traffic flow better from the Dulles 28 center. The project will develop triple left turn lanes onto southbound Loudoun County Parkway and a channelized free flow right turn with acceleration lane from northbound Loudoun County Parkway onto eastbound Waxpool. The project is funded at \$6.3 million.

Route 50: With over 70,000 vehicles using Route 50 every day, frustration continues with traffic congestion. VDOT has set signals to maximum throughput, but there are simply too many cars and not enough road. I have approached Route 50 in two phases—shorter term fixes and longer term solutions. On the short term front, construction is funded in FY20 for Route 50 intersection improvements at Gateway Village Place and Medical Drive, Tall Cedars Parkway, and Pleasant Valley Road. There are also plans in the CIP for roundabouts installed at the Trailhead Drive and Everfield Drive intersections; these are currently funded in FY24.

Longer term, I have been working to gain momentum for the concept of a Route 50 North Collector Road that is planned as a parallel alternate to Route 50. This road could connect at Air and Space Parkway on Route 28. The latest news is that it will be difficult to obtain right of way from the Airports Authority due to their own plans, which places this concept in jeopardy. Our County team is working with the Airports Authority to see if there are other solutions such as a different path or flyer ramps.

Route 50/Loudoun County Parkway: This project is another multi-phased approach. The County does have long term plans for an interchange, but it will cost hundreds of millions of dollars and take a long time to accomplish. Shorter term, the County has a project already in process to add a lane to Loudoun County Parkway southbound to turn right onto Route 50 westbound. We also plan to add a third left turn lane on Route 50 eastbound to go to Loudoun County Parkway. We are attempting to extend an acceleration lane on Route 50 westbound past the entrance to Dulles Landing, which could allow the Dulles Landing developer to add an exit from the shopping center.



The Dulles South Recreation & Senior Center has quickly become one of Loudoun's most popular facilities.

Arcola Boulevard: This new major collector roadway will connect Route 50 at the intersection of Gum Spring Road to Evergreen Mills Road and Route 606 (Old Ox Road)—relieving congestion on Stone Springs Boulevard, Route 50, and Evergreen Mills Road. The existing Valero gas station on Route 50 is in the process of being relocated. As the result of a rezoning deal I helped negotiate, a developer is building the section of Arcola Boulevard from Route 50 to Dulles West Boulevard much sooner than the County projection of FY22. The total funding allotted is \$66.2 million and the entire project should be in place as early as 2021.

Dulles West Boulevard: This project is part of the same rezoning deal as Arcola Boulevard, so I expect the developer to finish extending the road to meet Arcola Center on a similarly accelerated timetable. It should be in place by 2021 when the Wegman's opens in Arcola Center. The collector roadway is planned in two separate stages. The first would be to construct a four-lane median divided roadway between Arcola Boulevard and Northstar Boulevard. Construction funding begins in FY21 with total project cost at \$43.7 million. The second phase is a four-lane median divided roadway between Dulles Landing Drive and Arcola Boulevard. Construction funding will begin in FY22, with total project cost estimated at \$17.2 million.

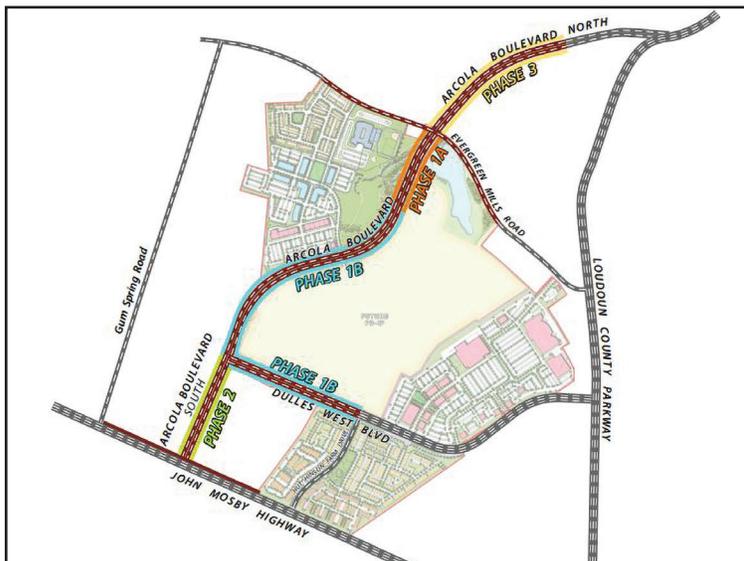
Northstar Boulevard: Northstar Boulevard will connect from Tall Cedars Parkway in Stone Ridge all the way across Route 50 to Shreveport Drive in Brambleton. Funds have been allocated by the Board in two separate phases. The section from Tall Cedars to Route 50 is in the right of way acquisition phase. We have planned funding for the construction of this phase in FY19-FY20 in the amount of \$56.9 million. The northern segment from Route 50 to Shreveport Drive is just beginning the design phase with a

contract expected to be approved this fall. The total project will cost \$79.3 million and is planned for construction funding in FY20. This estimate is a full two years sooner than expected thanks to a \$25 million federal TIGER grant. Between this project, Arcola Boulevard, and Loudoun County Parkway, major traffic jams between Belmont Ridge and Evergreen Mills should be eliminated.

Braddock Road: I have been working to put together plans to widen Braddock Road. We funded turn lanes and a signal at the intersection of Braddock and Supreme/Summerall. Our next project is widening Braddock Road. This year, we combined two planned widening projects and now plan to go forward in three segments. Braddock Road from Royal Hunter Drive to the eastern entrance of Paul VI High School is funded beginning this year (FY20), with final construction funding to be received in FY22. This segment will be partially funded by proffers. The second widening segment is from the Paul VI eastern entrance to Bull Run Post Office Road. There is no set date for funding. There is also no set funding date for the third segment, which widens Braddock from Gum Spring Road to the Fairfax County line. I will keep you updated as these last two segments are added to future CIPs.

Braddock/Supreme/Summerall: The project will install a traffic signal and turn lanes at this intersection and widen the missing half section of Braddock there from two to four lanes. We are in the final stages of design. Coordination with utility companies is ongoing, and I expect we will be bidding the project out for construction later this year.

Northbound Route 28 Widening from Route 50 to McLaren Road: This widening project will expand northbound Route 28 from three to four lanes between Route 50 and McLaren Road. It is intended to relieve congestion from heavy volume.



Supervisor Letourneau negotiated an agreement for the Arcola Center developer to build sections of Arcola Boulevard and Dulles West Boulevard.



The County opened the Brambleton Library last year; it is one of the most state of the art suburban libraries in the entire region.

This project is funded through FY20 and expected to cost \$21.1 million.

Ticonderoga Road: VDOT added this road to its unpaved projects list in the current six-year planning cycle. They are preparing for paving in FY20-FY21.

Evergreen Mills Road: We are planning to widen Evergreen Mills in multiple segments over the next several years. Widening from Stone Springs to Northstar Boulevard is budgeted at \$44 million in the next CIP. The segment from Stone Springs Boulevard to Loudoun County Parkway is budgeted to begin receiving construction funding in the next CIP as well, with a total cost of \$52.8 million. Realignment of Evergreen Mills at the intersections of Reservoir Road and Watson Road is funded for construction this year with a total cost of \$14 million.

Westwind Drive: This project in the Ashburn part of the Dulles District will provide an additional way to get between Loudoun County Parkway and Route 606 near the Greenway by completing the missing link between State Street and Ladbrook Drive to connect to Route 606. It will cost \$52.1 million with a construction budget timetable of FY20-FY23.

Belmont Ridge Road Widening: Belmont Ridge Road is being widened from Croson Lane to Route 7 in multiple phases. The section from Belmont Station Drive to Route 7, including the interchange, opened last summer. Widening between Truro Parish Drive and Croson Lane is already funded for construction and is expected to be completed by FY23. We have also added widening the segment from Shreveport Drive to Evergreen Mills Road. The project is expected to cost \$25.1 million but isn't budgeted for construction until FY24.

Loudoun County Parkway Widening: Loudoun County Parkway is being widened from Ryan Road to Shellhorn

Road with funding beginning in FY24. The road will be widened from four lanes to six lanes with a total cost estimate currently at \$23 million. Silver District West proffers are expected to complete this project years ahead of our current schedule.

Route 50/Fleetwood/Lenah Mill: VDOT is in the process of installing the signal at this intersection. Weather permitting, it should be active by the spring.

Route 772 Connector Bridge: The bridge is located between exit 6 (Ashburn Village Boulevard) and exit 7 (Loudoun County Parkway) on the Greenway. It will extend the existing

Metro Center Drive and will span the entire Greenway. The project would connect Croson Lane on the west side of the Greenway to Shellhorn Road on the east side of the Greenway. The main purpose of this bridge is to provide access to planned parking garages for future Silver Line Metro stations. VDOT inspections have been completed and I expect this project to move forward soon.

Stone Springs/Tall Cedars: The construction process has taken much longer than I wanted, but I am happy to report that the signal should be in place this year. Easements are being obtained, and minor design changes are being implemented due to utility conflicts.

Public Transportation

Metro Phase II of the Silver Line is expected to be extended to Loudoun in 2020; it remains to be seen if that will happen on schedule due to construction issues. In addition to the construction of the actual rail line and stations, there are three parking garages being built – two at the Ashburn station near Loudoun County Parkway, and another near 606 at the Loudoun Gateway station. The County has entered a partnership on the northern garage at the Ashburn station; the other two garages are being built by the County directly and will be completed by the fall. The tax districts around the stations are performing well and helping to ensure that the County can pay for Metro construction without impacting services.

LC Transit Bus Service: The Stone Ridge parking lot is still served by two long haul commuter buses in Dulles south. We see strong demand for Metro connection and commuter services, but not as much for local transit routes in Dulles South. I anticipate that when Metro opens in Loudoun in 2020, routes around the County should expand, helping Dulles South commuters get to those Metro stations.



Supervisor Letourneau is the first Loudoun Supervisor to chair the Northern Virginia Transportation Commission, which oversees public transit in Northern Virginia.

Metro Development

With the plans for Metro to begin service in Loudoun by late 2020, the County has been working to ensure that we are encouraging the development that we want to see around the coming Metro Stations. The Loudoun Gateway station is planned to be commercial since it is in close proximity to the airport and the runway flight paths. The Ashburn station is different since the land areas are not encumbered by airport noise contours.

Loudoun Station has already been developed as a mixed use center that includes residential, retail, and office uses. We are seeing a strong demand for more office product, especially near Metro. We have been working with Loudoun Station to put up another office building. This project will help our

economic development efforts, even though there isn't an end user identified yet. Moorefield Station on the south side on the Greenway is another mixed use development that was approved by the Board of Supervisors almost twenty years ago. Some of those residential units are constructed or underway currently and the County's Metro garage in that vicinity is nearing completion.

If you receive my monthly email newsletter, you have heard a lot from me about Silver District West. It is a proposal for a 158-acre mixed-use community between the Ashburn and Loudoun Gateway Metro stations that would have 3,706 residential units, over one million square feet of non-residential construction such as office space, and recreational

amenities such as trails. The developer is proffering to widen Loudoun County Parkway between Ryan Road and Shellhorn Road and make several intersection improvements through the corridor. They have also proffered to construct Shellhorn Road in order to relieve Waxpool, and Barrister across the Greenway to connect to it. The density that they

have proposed would fit with the County's plans for these transit oriented areas, but realistically there will still be impacts to our roads and schools. As we publish this report, the Board has not yet voted on this application, but we are making progress on addressing the critical infrastructure that would be needed to support this type of development.

County and School Budgets

My philosophy is to provide as much value as possible while keeping the tax burden reasonable. Last year, the Board of Supervisors voted 9-0 to adopt the County's \$2.6 billion operating budget with a tax rate of \$1.085—4 cents lower than the current rate and half a cent lower than the equalized tax rate. The equalized tax rate takes into account the change in assessed value, and represents what the rate would be if the bill were to stay the same for the owner of a home assessed at the average assessed value in the County. This budget is the first unanimously approved since I joined the Board of Supervisors in 2012. The Board just completed work on the FY20 Budget, which reduced the tax rate to account for another rise in assessments. Because of strong revenue growth, we are able

to continue meeting County and School Board needs. A detailed budget report is available on my website.

Funding our schools here in Loudoun is always of the utmost importance when we are considering the budget, and the Board has funded nearly 98% of the School Board's requests during my time on the Board. In the current budget, the Board provided an increase of \$73.9 million (6.7%) over the prior year.

I address some of the brick and mortar progress we are making below; even though the budget may seem like numbers on a page, its increase in per pupil spending shows continued investment in public education by the Board and by taxpayers.

School Construction

As I mentioned above, with a growing County we have to make sure that school infrastructure is keeping up with increases in school-aged population. A large portion of the County capital budget is dedicated to new school construction and expanding capacity. While the Capital Budget is a fiscally constrained document, I have worked consistently with School Board Chairman Jeff Morse to accelerate schools in our area to deal with overcrowding. This year we saw three schools open: Goshen Post Elementary, Willard Intermediate, and the STEM-based

Academies of Loudoun. Additionally, there were classroom additions made at the elementary schools Arcola, Creighton's Corner, Legacy, Liberty, Pinebrook, and Rosa Lee Carter. Additionally, Freedom High is getting a synthetic turf field, which will allow for year-round use by LCPS teams and other organizations. It should be completed by fall of 2019. There are four public schools getting turf fields, with collective cost estimated at just over \$7.9 million.

Lightridge High School is estimated to open in the fall of 2020. Coming after that are ES-23 (Dulles North Area Elementary School) and ES-29 (Dulles South Area Elementary School) in the fall of 2021. Looking ahead, MS-14 (Dulles North Area Middle School) is planned to open in fall of 2025 and HS-14 (Dulles North Area High School) is scheduled to open in fall of 2030.

Another priority is school safety. I was successful in accelerating funding to retrofit schools with a vestibule entrance system that will flow all visitors through a secure office area prior to entering the school. That project is being implemented in stages at 75 different schools and will cost \$16.4 million.

Finally, while it is not a County project, the Catholic Diocese of Arlington is building a new campus for the private Paul VI High School east of the Braddock/Gum Spring intersection in South Riding. The projected opening date is fall 2020.



Dulles District School Board Representative Jeff Morse, LCPS Superintendent Eric Williams, and Supervisor Letourneau at the opening of Willard Intermediate School

Quality of Life Amenities/Retail

Arcola Center: Wegman's is under contract to acquire a piece of the land at Arcola Center adjacent to their other planned retail development. I hope to have a more definite timeline soon, but we've been told they expect the store to open sometime in 2021.

Avonlea: Peterson Companies announced late this fall that they would be taking a different direction with the project, which will delay construction. I was disappointed to be sure, but the decision was dictated by the collapsing brick and mortar retail market and Peterson's inability to get a critical mass of tenants and secured financing. I had a town hall meeting with their VP of development to discuss that decision: you can watch the video on my Facebook page. The good news is that Peterson is maintaining their relationship with Cinépolis and is working on a new plan that will give them more flexibility to move forward in a mixed use setting that includes residential, retail and commercial. While that process could take several years, I have had recent discussions with them about a path forward that would allow a quicker approach on some components. I know how important this project is to our community—I worked hard to get it started in the first place—and I'm not giving up.

Eastgate: Several new tenants are opening or have just opened: Royal Farms, Zaxby's, Learning Care Group, Dunkin Donuts, Pacific Dental care, and Aago Indian Restaurant. The big building under construction is King Spa, a 62,000+ square foot facility that will feature recreational pools, saunas, and more.

Hanson Park: Hanson Park on Evergreen Mills Road received its final construction funding in FY19. The total project cost is about \$91.2 million and involves the renovation of an historic house, the construction of recreational amenities including up to 17 athletic fields, and the installation of trails, a nature center and activity lodge,



The County is set to begin construction on sections of Hal and Bernie Hanson Regional Park on Evergreen Mills Road this year.

park offices, picnic areas, maintenance shops, a splash park, a skate park, playgrounds, restroom and concessions facilities, parking, and other associated infrastructure. This project has been on the books since 2008 and I look forward to getting it underway and built. It will be a great amenity for our area.

Moorefield Station Park: This project is to design and construct a community park located on the same site as Moorefield Station Elementary School. The total project cost is \$7.5 million. The design phase was completed last summer and the County is preparing to bid construction soon.

Public Safety

Loudoun is annually ranked one of the safest jurisdictions in the Washington region. The Loudoun County Sheriff's Office had a budget this year of \$89 million—up \$5 million from the previous year. The #9PMRoutine initiative to get people to lock up their cars and garages appears to have been successful, with a 30% reported decrease in petty theft and burglary.

We now have two Community Resource Officers working at the Dulles South Station, one for the north end and one for the south end of station coverage. These officers work

with residents in the community to build friendships and trust, and I believe they represent an important element of law enforcement in Loudoun.

I continue to be proud of the progress that we've made in Loudoun County Fire & Rescue. We have a new Combined System Chief, Keith Johnson, who has decades of experience in Loudoun and Fairfax counties. We continue to see strong service delivery in both fire medical incidents from career and volunteer companies.



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Envision 2040—Loudoun’s Land Use Blueprint for the Future

For nearly three years, stakeholders and the Planning Commission have been working to update Loudoun County’s Comprehensive Plan—a state mandated document from which zoning, transportation improvements and land use designations are derived. Now, this spring and summer, it’s up to the Board of Supervisors to finalize plans.

Land use is a complicated subject, and I think a lot of the conversation about it is oversimplified. From my perspective, it is clear that Loudoun County suffers from insufficient infrastructure to accommodate the growth that we’ve had. However, the reasons for that are complicated. State law and legal precedent gives wide leverage to property owners to develop their properties, and once rights have been given, it is difficult to take them away. The Board is often faced with the choice of allowing higher densities that our plans designate, in order to collect proffers for infrastructure and ensuring good planning, or allow property to develop “by-right” utilizing existing zoning, which brings the County no

proffers. In our part of the County, much of the development just west of the Dulles District along Braddock and Route 50, is this type of “by-right” land use, which the Board never approved.

The reality is that even without changes, many thousands of new units could be built “by-right” in both the Transition Policy Area—an area planned for less dense housing between Northstar and Route 15—and the Rural Policy Area, which encompasses much of the landmass in the County. On top of that, regional demand forecasts show that housing demand will continue in Loudoun and throughout the DC region for decades, and that Loudoun has insufficient housing stock to handle it.

The challenge of the Envision Loudoun process will be to strike a balance—to ensure that there is adequate housing to meet future demands—but in areas that can handle it from an infrastructure standpoint. I look forward to completing this important work over the next few months.